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Hongkong, 6th April, 1904. [798-2]

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Hongkong, 4th September, 1905. [1674]

SIENT TING.

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NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

of the wreckage had been washed on to the roadway where it might still be seen piled on either side of the tramline. At Ah King's slipway a great deal of damage was done to the yachts that are usually moored there and farther on at Bowrington were to be seen the remains of several large lighters which had been broken to pieces against the sea wall.

DESOLATION WESTWARD.

The route to West Point along the Praya was a scene of destruction and ruin. Disabled river steamers were to be seen lying alongside wharves, some of which were half carried away; junks and sampans broken to matchwood were piled up on the bank or drifting on the water while numbers of the floating population risked their lives on top of the wreckage, endeavouring to recover odds and ends of their property.

Passing westward from Blake Pier Connaught Road was piled with wreckage, some of which had been lifted on to the pier by the waves. Seamen were busily engaged in aiding to the best of their ability while the Praya shop verandahs were crowded with boatpeople who were lamenting the loss of their floating homes and means of subsistence. Further out on the water, a fleet of junks was drifting before the gale, unmanageable, their crews' one thought of safety.

BAD SPECTACLES.

A sampan was observed some distance out making for the shore. It was captured by a billow and the two occupants sank and were seen no more. The Yammati Ferry wharf was destroyed, and the new wharf erected by the Harbour Office, together with the matched wharves were lost seen well out in the harbour, drifting towards Kowloon. In the vicinity of Connaught Road West and Des Vieux Road West the scene was one of utter marine desolation. Here there was congestion of shipping, consequently the damage done was greater than in other parts. The matched wharf but a few hours before had been seaworthy sampans and junks were strewn thickly between wharf and wharf, and it cannot be doubted that many seamen must have been buried beneath. When the squall burst upon them, the river steamers lying at their wharves attempted to put out to sea, but in few cases were their skippers successful.

PRACTICALLY NO WARNING.

Mostly the steamers were fast to their moorings and unable to get clear. The iron and rope cables by which the vessels were secured were snapped like string in the force of the gale. The ss. San Cheung, commanded by Captain McGinty, was perhaps the most unfortunate of all the disabled craft. The vessel broke away from her moorings, smashed down her wharf, and went crashing into another

ss. "WING-HAI'S" EXPERIENCE.

At 7.30 a.m. yesterday morning, the ss. Winghai left as usual on her daily trip to Macao. She was going through the Capricorn Pass when the typhoon burst upon her and it was a long before Captain Austin found that he could not run before the Naval Depot and the V.R.C. lay the Montague apparently little injured beyond a broken propeller. As she slowly settled in the water the few Chinese left on board appeared on deck with their belongings and when opportunity offered passed to the wharf. Then the San Cheung sank, and her back was broken at the pier.

The steamer Edithan broke adrift from her wharf, and her skipper headed her for the open, but the waves drove her shoreward. Her rudder struck against the Praya wall with considerable force, and her propellers must have been badly damaged, but she managed to get out into deep water. The French steamer Paul Beau also broke away from her moorings and came in contact with the land, but so far it can be ascertained at present she is not badly damaged. She managed to get clear of the shore and anchored some distance out from the Harbour Office. The German steamer Jabora, after carrying two wharves away, managed to get beyond the shore wreckage and drop anchor. There she was observed to be gradually sinking by the stern. The ss. Ho Ching, which is also lying out in deep water, was observed to be low at the stern.

The river steamer Sham Lee had also been badly treated by the storm. From her appearance she looked to be if anything in a worse plight than the San Cheung, but she was considerably lighter in the water, and consequently succeeded in riding out the gale.

IN SHELTER.

Messrs. Blackland and Co.'s steam launch Annie, on board of which was Mr. Throssell, one of the firm's clerks, and a crew of about six Chinese, put off for a steamer just before the storm broke. She was at first supposed to be missing, but during the afternoon was discovered in shelter with all hands safe.

FIRE.

Added to the terror caused by the ravages of the typhoon was the alarm of fire. Whilst the gale was at its height the third door of No. 48 Connaught Road West burst into flame, and by the time the fire brigades appeared on the scene there was a big blaze. An escape ladder was promptly run up, a number of firemen ascended with a hose and, having a plentiful supply of water, were not long in extinguishing the cut-back.

MUCH DAMAGE TO TREES.

Although the gale was felt in full force on the higher levels, the damage done was trifling compared with that experienced below. The numerous roads running round the brow of the Peak were thickly strewn with branches and uprooted trees. On West Terrace, large trees when falling carried away the side of a brick wall surrounding the yard of a house. In Aberdeen Street, opposite Queen's College, the roofs of seven Chinese houses were carried away, but fortunately the walls stood and the occupants escaped without hurt.

AT KOWLOON.

Kowloon was harder hit by the typhoon than any other part of the Colony. The devastation wrought here is simply appalling. It hardly seemed possible that so much havoc could be wrought in such a short time—within the space of two hours. Here the full force of the gale was experienced. Here wharves disappeared, sea walls were broken down, railway beds with masses of concrete were wrenches from the ground and crumpled up, junks and sampans were tossed on the Praya as jetsam, big ships were dragged from their moorings and driven against the walls, others suddenly sank where they lay, and last, but saddest of all, hundreds of the local and maritime population perished. Desolation overspreads the peninsula for miles. Here, as on the other side business was suspended when it was seen that there was other work for those who volunteered. The vessels in distress appealed to almost the entire male population and preparations were made to render assistance where available.

Just off the new Star Ferry Wharf a lighter was observed to be going to pieces fast while the crew were signalling for help. Men in Milling and Golding crawled out to the end of the pier, regardless of the danger from the heavy sea and succeeded in rescuing the crew, but only just in time. The last man had scarcely been hauled ashore when the vessel broke up. On the other side of the pier

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on September 18th at the Board Room. The Hon. Dr. F. Clark (president) presided, and there were also present Dr. Pease, M.O.H., Mr. E. A. Irving, Lieut.-Col. Jeslin, Mr. F. Badley, and Mr. G. A. Woodcock (secretary).

UNOFFICIALS ABSENT.

The PRESIDENT—I understand a number of the unofficial members are unable to be present, so there is some formal business we might clear off.

ABERDEEN PAPER MILL NUISANCE.

Regarding the filling in of the hole in the nullah near the Aberdeen Paper Mill, the Government informed the Sanitary Board that

they would fill it in.

Their reply was laid on the table.

SCAVENGING CONTRACTOR AND DREDGING.

The further application from the City Scavenging contractor relative to the hiring of junks in connection with dredging was considered.

Mr. LAY CHUPAK minuted—if what the contractor says is correct, I think the boatmen should be called upon to refund the money.

The REGISTRAR GENERAL—It seems clear from the minute of the Assistant Director of Public Works that the authorisation was given to the Registrar-General with the consent of the Director of Public Works. Evidently there is a misunderstanding which, no doubt, Mr. Brown on his return will be able to explain. Consideration of the matter was deferred.

CHINESE CEMETERIES.

Correspondence was submitted relative to the area of grave spaces in Chinese cemeteries.

The PRESIDENT—With regard to the measurement of graves certain measurements have been in vogue for a number of years, but there is no legal authorisation for them.

Members agreed that a by-law be submitted regarding measurements.

TO EXPEDITE MATTERS.

Correspondence was laid before members relative to the house drains for Nos. 238 to 248 Queen's Road West.

The PRESIDENT—It is laid down in one of the drainage bye-laws that under certain circumstances the Board may require surface channels instead of underground drains. The question has been raised as to whether this

matter ought to come before the Board. Instead of keeping drainage works back for a fortnight it seemed simpler to empower a committee of the Board to deal with such matters. The President then moved that the

President and Medical Officers of Health be appointed a committee to consider a proposal with regard to drainage in which surface channels should be substituted for underground drains, with power to approve.

Mr. BAILEY seconded and the motion was carried.

BLACK SMOKE.

A letter was submitted relative to a nuisance caused by the discharge of black smoke from the ground floor of No. 4 Lyndhurst Terrace.

Mr. HOOPER minuted—Has the Board power to deal with such a complaint?

The M.O.H. reported that the chimney from the top shop was carried well above the roof and one was subsequently discovered at the military hospital. In the afternoon the crew were engaged dismantling her, and saving as great was the wreckage that it was possible to save.

Mr. BAILEY seconded and the motion was carried.

A NARROW SHAVE.

Just off the godowns a steamer was seen going out, but it was impossible to distinguish her. She was absolutely uncontrollable and many of the onlookers held their breath as they watched her, thinking that she was going to run into Messrs. Butterfield and Swire's bay. The tugs and marshals of the V.R.C. were engaged dismantling her, and saving as much as possible from the wreckage. The

A PICTURE OF RUIN.

In what country does a working man earn the best wages? This interesting question is solved by an official publication issued yesterday by the Board of Trade, giving a mass of statistics comparing the conditions of British and foreign labour.

The following table giving the wages and

hours of labour of three classes of working men in the capital towns of the most important countries of the world is representative of the world of labour generally.

WHERE WORK IS BEST PAID.

WORLD'S WAGES AND HOURS OF LABOUR COMPARED.

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The following table giving the wages and

hours of labour of three classes of working men in the capital towns of the most important countries of the world is representative of the world of labour generally.

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Bricklayers £1 17 1 53

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Paris—Carpenters £2 13 2 60

Carpenters £1 14 54

Painters £1 14 7 54

Rome—Carpenters £10 14 5 69

Bricklayers £6 16 4 60

Painters £6 19 3 60

Amsterdam—Carpenters £1 8 0 58

Bricklayers £1 8 0 58

Painters £1 3 0 63

The organisation of the world's workers into trade unions is increasing rapidly. A five-year comparison of the more important countries shows that, except in the case of Great Britain, large additions have taken place in the total membership of trade unions in every case. The figures are as follows:

Trade unions

members

Great Britain 1,928,894 1,867,552

United States 793,762 1,876,501

Germany 905,435 1,466,625

France 491,647 715,575

Austria 119,314 189,121

In nearly every country efforts have been made for the establishment of organisations to act as arbitrators or conciliators in the event of strike or other trade disputes. Only in Germany, however, have such organisations become compulsory. In that country the law provides for the establishment of an industrial court in every town of over 20,000 inhabitants, and in 1905 there were 411 of these courts in existence.

SYMPATHISERS.

H. E. the Governor accompanied by his secretary, Mr. R. A. B. Ponsonby, and another gentleman from Government House, were among the crowd who thronged the Praya

when the storm was at its height.

Commodore Williams and Colonel Darling paid a visit to these places where

most havoc had been wrought.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charmant, and Pouder Charmant and Special Skin Tonic and Pouder Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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[35]

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36] THE CUSTOMS QUESTION IN MANCHURIA.

CHINESE CEMETERIES.

Correspondence was submitted relative to the area of grave spaces in Chinese cemeteries.

The PRESIDENT—With regard to the measurement of graves certain measurements have been in vogue for a number of years, but there is no legal authorisation for them.

The question concerns herself alone, that she cannot be expected to create Customs stations on terms unfavourable to herself, and that there is no need for hurry. In spite of reports to the contrary, China has made no serious approach to Russia with regard to Manchuria, evidently thinking that there will be time enough to arrange with Russia when an agreement has been come to with Japan, who, on the contrary, urges that the engagements, especially with regard to Customs, should be simultaneous.

In the case of Dally the Customs arrangement expected was one based on the Kueichou agreement, by which Japan would have the advantages of retaining 20 per cent. of the import duties. But China objects on the ground that the whole customs is if it would then be Japanese as the whole of the staff at Kueichou is German. She wants the staff entirely Chinese, but the Powers would disapprove such an arrangement.

The alternative arrangement is one based on the agreement between Russia and the Tsingtao Yamen of May 22nd, 1898. This provided for the establishment of Customs at Dally and for the appointment of the Russian South Manchurian Railway Company as agents of the Board of Revenue, to collect the duties and remit them to Peking. The Russian South Manchurian Company has been succeeded by the Japanese South Manchurian Railway Company. The latter says that Japan can take over the Russian obligations and collect the duties at Dally and remit them to Peking, such procedure being in pursuance of the agreement which was concluded last December that "in regard to the establishment of Customs stations at the two points where the Russian railway crosses the frontier."

Viscount Hayashi, therefore, when notifying the Wai-wu-ju that his Government were prepared to make arrangements to establish Customs at Dally, intimated that at the same time China must fulfil the above undertaking.

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NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th instant, at 5.30 P.M.

By Order of the Committee,

A. E. LOWE,
Secretary and Treasurer.

Hongkong, 19th September, 1906. [1745]



TENDERS.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the under-mentioned TIME MATERIALS for One Year from 12th October, 1906, viz:

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CAMPHOR WOOD and Board.
HARDWOODS OREGON SPARS.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the Twelve Months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 28th inst., should be sealed and addressed to the COMMODORE, H.M. Naval Yard.

Hongkong, 19th September, 1906. [1746]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SAIGON AND EUROPE.

THE Company's Steamship "POLYNESIEN," Captain Broe, with the French Mail, will leave this Port THIS MORNING, at 8 o'clock.

G. DE CHAMPEAUX,
Agent.

Hongkong, 19th September, 1906. [1747]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DELHI" FROM COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:-

From London, &c., ex.s. Mongolia.
From Calcutta, ex.s. Cambria.
From Persian Gulf, ex.s. B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

From Bombay, ex.s. Maragon.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 18th September, 1906. [1748]

THE TRADE MARKS ORDINANCE, 1888.

NOTICE IS HEREBY GIVEN that LAI CHUN & COMPANY, of No. 122, Wellington Street, Victoria, Hongkong, CIGARETTE MANUFACTURERS have on the 29th day of May, 1906, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARKS:-

1. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead and Dancing.-On the ground are strewn Four Golden Cash.-Behind the Sea Fairy is a City wall.

2. A device showing a Sea Fairy holding THREE GOLDEN CASH Tied to a Ribbon Overhead in the act of Dancing.-On the Fairy's right, on the floor is a Golden Cash standing upright, while Two Golden Cash standing upright are on the left side of the Fairy. The whole device is within a Flower Border.

3. A distinctive device showing a Man Sitting on a Chair by a Table with his Left Arm resting on it holding with his Right Hand a Lighted Cigarette in the act of puffing. A Box and two Tins purporting to contain Cigars and Cigarettes are on the Table. The Man appears to be sitting within a Curtained Space and the background is Steamer could be seen.

4. A label containing a Tobacco Plant in Bloom upon a Silk background, in the name of LAI CHUN & COMPANY, who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the Applicants forthwith in respect of the following goods:-

CIGARETTES IN CLASS 45.

Fao similes of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

F. X. D'ALMADA & CASTRO,
Solicitor for the Applicants.

Dated the 18th day of July, 1906. [1437]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.

W.M. PAELANE, Manager.

Hongkong, 18th November, 1906. [1749]

INTIMATIONS

HONGKONG CIVIL SERVICE CRICKET CLUB.

ANNUAL GENERAL MEETING.

THE ANNUAL GENERAL MEETING of the Club will be held at the Club Pavilion, Happy Valley, on FRIDAY, 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

L. E. BRETT,
Hon. Secretary.

Hongkong, 18th September, 1906. [1750]

DOUGLAS SHIPSTOCK COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of the shareholders in the above Company will be held at the Company's Offices, on SATURDAY, the 29th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 18th September, 1906. [1751]

CHEAP CLEARANCE SALE OF DRAPERY, &c.

DART LOONG'S

51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.

FROM 13TH SEPTEMBER.

TO MAKE ROOM FOR NEW GOODS.

Hongkong, 17th September, 1906. [1752]

NOTICE.

THE TENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, Payable on SATURDAY, the 29th September, 1906, will be held at the Hongkong Club House, at 11 o'clock A.M., TO-MORROW (SUNDAY), the 29th September, 1906. Hours of Debentures are invited to attend the Drawing.

By Order,

A. O'D. GOURDIN,
Acting Secretary.

Hongkong, 13th September, 1906. [1753]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

Apply by letter to - B. E.

Care of Office of this Paper.

Hongkong, 16th August, 1906. [1754]

WEIHAIWEI SCHOOL.

A HIGH-CLASS EDUCATION for sons of Europeans. Preparation for English Schools by Experienced and Qualified Masters. Magnificent Climate. New School House in an excellent situation by the sea. Recreations:-Cricket, Football, Swimming, Boating.

For terms, etc., apply to the Headmaster.

HERBERT L. BEER, L.C.P.

Weihaiwei, 10th September, 1906. [1755]

HARBOUR MASTER'S DEPARTMENT:

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as follows:-

On SATURDAY and MONDAY, 22nd and 24th September.

From West of Stonecutters Island, in a South-Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 A.M., and finishing at 12 Noon.

If the weather is unfavourable on any of the above dates, Practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the range.

L. BARNE-S-LAWRENCE, Captain, R.N., Harbour Master, &c.

Hongkong, 11th September, 1906. [1756]

BOARD AND RESIDENCE

M. S. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 20th September, 1906. [1757]

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD,

and "TOWER HOUSE," Kennedy Road.

For terms, apply to -

Mrs. G. SACHSE,

"St. George's House."

Hongkong, 17th March, 1906. [1758]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandas. Good View of Harbour.

Apply by letter to -

H. H. H.

Care of "Daily Press" Office.

Hongkong, 17th July, 1906. [1759]

FIRST-CLASS BOARD & RESIDENCE

AT "BRAESIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to - Mrs. F. W. WATTS,

"Braeside," 20, Macdonnell Road

(late of "Tung Yuen").

Hongkong, 27th June, 1906. [1760]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULZEE'S, AMBERITE

AND LYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE

and NEWCASTLE CHILLED SHOT in

all Sizes. Nos. 10 to SSSG. AIR-GUNS and

AMMUNITION in Variety.

1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 28th November, 1902. [1761]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores

will be open at 10 A.M. and 4 P.M. daily, Sunday

excepted to receive and deliver perishable goods.

W.M. PAELANE, Manager.

Hongkong, 18th November, 1901. [1762]

ENTERTAINMENTS

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND,

TO-MORROW (THURSDAY),

20th SEPTEMBER, at 9.15 P.M.

TICKETS (\$2 and \$1) may be obtained from

Volunteer Headquarters and from

Messrs. KELLY & WALSH, LTD.

Hongkong, 10th September, 1906. [

INTIMATION.
S. MOUTRIE & CO., LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS,
PLEYEL,
KEMMLER
AND
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT: INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906.

BANKS

INTERNATIONAL BANKING CORPORATION

Fiscal Agents of the United States in China
the Philippines and the Republic of Panama.

CAPITAL AND SURPLUS ... \$10,000,000
AUTORISED ... \$3,250,000
CAPITAL PAID UP ... \$3,250,000
RESERVE FUND ... \$2,250,000

HEAD OFFICE: New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World.
LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND
LIMITED.

UNION OF LONDON AND SMITH'S BANK
LIMITED.

BRITISH LINEN COMPANY BANK.
The Corporation transacts every description
of Banking and Exchange business, receives
Deposits in Current Account and accepts Fixed
Money in Current Account and receives Fixed
Deposits at the following rates:

For 12 months ... 4%
" " 6 " ... 3 1/2 "%
" " 3 " ... 2 1/2 "%
H. PINCKNEY,
Manager.

Queen's Road, Central.
Hongkong, 29th September, 1906. 1456

NEDERLANDSCHE HANDEL
MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

HEAD OFFICE IN AMSTERDAM.
HEAD AGENCY: BATAVIA.

Branches:—Singapore, Pernambuco, Shanghai, Rangoon, Sumatra, Sourabaya, Cheribon, Batavia, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Achen), Telok-Sumawe, (Achen) Bantam.

Correspondents at: Macassar, Bombay, Calcutta, Madras, Pondicherry, Calcutta, Bangalore, Saigoo, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c. &c.

LONDON BANKERS:—
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. for Account on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Bongkong, 17th September, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:—Berlin, Calcutta, Hankow, Peking, Tianjin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and
Bankers:—

KÖNIGLICHE SIEDLHANDLUNG (PREUßISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BEILINER HANDELS-GESELLSCHAFT

BANK FÜR HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & CO.

M. A. VON ROTHSCHILD & SÖHNE

JACOB S. H. STEIN

NOEDDEUTSCHE BANKEN HAMBURG-HAMBURG.

SAL OTTOHEIM, JR. & CO., KOH.

BAKERSHAW HYPOTHEKEN-UND WECHSEL-BANK, MÜNCHEN.

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID UP ... 21,000,000

CAPITAL UNCALLED ... 3,000,000

RESERVE FUND ... 10,000,000

SPECIAL RESERVE FUND ... 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

Tokyo ... Kobe ... Nagasaki

Osaka ... Lyons ... New York

London ... Honolulu ... Enghay

San Francisco ... Tientsin ... Nanchang

Shanghai ... Peking ... Makden

Dalby ... Chefoo ... Tie-ling

Port Arthur ...

LONDON BANKERS:—

THE LONDON JOINT STOCK BANK, LIMITED.

PAGE'S BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On fixed deposits for 12 months 5%, per annum.

" " " 6 " 4 1/2 "%

" " " 3 " 3 1/2 "%

TAKEO TAKAMICHI,

Manager.

Hongkong, 27th March, 1906. 613

BANKS
THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000

CAPITAL PAID UP ... 2,500,000

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy ... Kobe ... Tainan

Anping ... Nagasaki ... Tamsui

Osaka ... Tokio ... Yokohama

Keding ... Shanghai ... Yokohama

HONGKONG OFFICE: ... 3, DES VIEUX ROAD.

Interest allowed on Current Account

Deposits received on terms which may be learned
on application.

D. TOHDOW, Manager.

Hongkong, 1st July, 1906.

1999

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851.

HEAD OFFICE—LONDON.

CAPITAL PAID UP ... £300,000

RESERVE LIABILITY OF SHARES ... £300,000

HOLDERS ... £300,000

RESERVE FUND ... £300,000

INTEREST allowed on Current Account at the
rate of 2 1/2% per annum on the Daily balance
ON FIXED DEPOSITS:

For 12 months ... 4 %

" 6 " ... 3 1/2 "%

" 3 " ... 2 1/2 "%

" P. COCHRANE,
Manager.

Hongkong, 1st May, 1906.

114

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

SUBSCRIBED ... 1,250,000

PAID UP ... 562,500

RESERVE FUND ... 135,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the
rate of 2 1/2% per annum on the Daily balance
ON FIXED DEPOSITS:

For 12 months ... 4 %

" 6 " ... 3 1/2 "%

" 3 " ... 2 1/2 "%

E. ORMISTON,
Manager.

Hongkong, 25th March, 1906.

26

HONGKONG & SHANGHAI BANK
ING CORPORATION

PAYOUT CAPITAL ... \$10,000,000

RESERVE FUND ... \$10,000,000

SILVER RESERVE ... \$10,250,000

RESERVE LIABILITY OF PEOP'LE'S \$10,000,000

COURT OF DIRECTORS:

A. HAUFF, Esq.—Chairman.

G. BALLOCH, Esq.—Deputy Chairman.

E. GOOT, Esq.—

HON. MR. W. J. GREGSON, Esq.—

C. R. LEIGHFORD, Esq.—

D. M. NISBET, Esq.—

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per
cent. for Account on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Bongkong, 17th September, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Taels 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tianjin, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and
Bankers:—

KÖNIGLICHE SIEDLHANDLUNG (PREUßISCHE
STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BEILINER HANDELS-GESELLSCHAFT

BANK FÜR HANDEL UND INDUSTRIE

ROBERT WARSCHAUER & CO.

M. A. VON ROTHSCHILD & SÖHNE

SÖHNE

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM STEAMERS DUE
GLASGOW and LIVERPOOL "MENELAUS" On 27th September.
GLASGOW and LIVERPOOL "NINGCHOW" On 27th September.

HOMEWARDS.

FOR STEAMERS TO SAIL
LONDON, AMSTERDAM and "CYCLOPS" On 25th September.
ANTWERP, + HAVE ROTTERDAM and "KINTUCK" On 30th September.
LIVERPOOL Taking cargo for Liverpool at London Rates + via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM STEAMERS TO SAIL
VICTORIA, SEATTLE, TACOMA & all PACIFIC COAST PORTS, VIA "NINGCHOW" On 29th September.
NAGASAKI, KOBE and YOKOHAMA

WESTWARD.

FROM STEAMERS DUE
TACOMA, SEATTLE and PACIFIC COAST VICTORIA
For Freight, apply to BUTTERFIELD & SWIRE,
AGENTS. [19-10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS TO SAIL
FOR
MANILA, SHANGHAI, CHENGDU, YOKOHAMA and KOBE PORTS
ZAMBOANGA, DAUIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, CHANGSHA, NANCHANG, SHAOHSING, LIANGCHOW, CHINGPU, TIENTSIN, TIENTSIN, YOKOHAMA and KOBE
MANILA, ZAMBOANGA, PORTS
DAUIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, CHANGSHA
POWNSVILLE, BRISBANE, SYDNEY and MELBOURNE
The attention of Passengers is directed to the superior accommodation offered by these
ships, electric light throughout with Electric Light. Unrivalled Table. A duly qualified
Cook is engaged.
+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.
+ Taking cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th September, 1906.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific is the "EMPIRESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
11 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).
R.M.S. LEAVE HONGKONG ARRIVE VANCOUVER
"EMPIRESS OF JAPAN" 6,000 Tons THURSDAY, 27th Sept. 15th Oct.
"MONTEAGLE" 6,163 " WEDNESDAY, 26th Oct. 27th Oct.
"EMPEROR OF CHINA" 6,000 " THURSDAY, 25th Oct. 12th Nov.
"TARTAR" 4,425 " WEDNESDAY, 31st Oct. 12th Nov.
"EMPEROR OF INDIA" 6,000 " WEDNESDAY, 14th Nov. 5th Dec.
"ATHENIAN" 3,892 " WEDNESDAY, 28th Nov. 22nd Dec.
"EMPIRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALADIAL "EMPIRESS" Steamship, Express, and at Hongkong to LIVERPOOL being 22½ days from YOKOHAMA and 21½ days from HONGKONG.
Hongkong to London, 1st Class, £69; via St. Lawrence £69; via New York £62.
Intermediate Steamers £40. " 42. " 44. " 46. " 48. " 50.
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